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rail travel newsletter

VOL. 4 NO. 20
SECOND ISSUE OF
OCTOBER 1974
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AUTO-TRAIN TO GO INTERNATIONAL

Auto-Train Corporation announced at an October 9 shareholders meeting that the rail corporation is planning to initiate a new Auto-Train service in Mexico, from a point near Mexico City to the U.S. border.

President Eugene Garfield said that an agreement in principle has been reached with a group of Mexican investers, headed by Ing. Alberto Bustamante-Boyer, one of Mexico's leading businessmen, to create a Mexican corporation which will, when approved by the appropriate Mexican authorities, operate auto-ferry service in Mexico. The route presently under study will go between Nuevo Laredo and Queretaro, a town a few hours' drive from Mexico City. The Mexican corporation would operate an exclusive franchise from the Washington DC-based Auto-Train Corporation.

Consultations with the Mexican Government regarding operating conditions and prospective routes have already begun. No date has been set for inaugurating the service. "Auto-ferry service between the United States and Mexico will be of tremendous importance to the increasing number of tourists from our country to Mexico, which this year became the number one destination in the world for U.S. tourists, surpassing Canada," Mr. Garfield said.

Ing. Bustamante-Boyer added that "The tourist coming from the U.S. into Mexico will now be able to bring his car with the added advantage of saving gasoline. He will also have more time to spend on his vacation touring our country's fine highways which link cities and regions of an historical and touristic interest but which are less accessible to the tourist who does not have his own car."

Auto-Train said that the Mexican service will be of the "same high standard" as that offered in the U.S. It is understood that the new service will use Mexican railroad equipment.

ANOTHER DERAILMENT FOR THE FLORIDIAN

Amtrak's FLORIDIAN, train 53 northbound, was involved in another derailment on Oct. 12, this time on Seaboard Coast Line rails at Thomasville, Georgia. Amtrak officials said the Miami to Chicago train with 42 passengers aboard was moving about 10mph when a freight train ahead of it put on its brakes. The passenger train plowed into the caboose of the freight. Fourteen persons were reported injured. They were treated for cuts and bruises at a hospital, then released. The train arrived in Chicago approximately 16 hours late.

IN AN EFFORT to improve food service on the Chicago-Detroit corridor, Amtrak is now using a Lewis and Clark Travellers Rest car, NP #497, unrefurbished, in consists on the route..... GREAT NORTHERN DOME coach 1327 was seen deadheading in the consist of Amtrak train 3, the SOUTHWEST LIMITED, on Oct. 13, heading to Rohr Corporation for reconditioning..... A SECOND AMTRAK locomotive, #315, a former Penn Central E8 unit, has been re-equipped and reconditioned to handle the ex-C&NW bilevel cars now running on the SHAWNEE and the ILLINOIS ZEPHYR..... THE ROCK ISLAND, in cooperation with the Black Hawk Chapter of the NRHS and Chicago Wheelmen, Inc., operated the "Autumn Leaf Special" Bicycle Train on Oct. 13 between Chicago and Utica/La Salle, Illinois. Consist included Rock Island #630 (the last operating E6 in the nation), #643 (E8, ex-EMD demonstrator), RI baggage #4382, 4378, 4360, Black Hawk Chapter combine ex-BN 7301, coaches "Herrington" & 2706, baggage 4380, coaches 2710 & 319...

Rail Travel Newsletter, Vol. 4, No. 20 (Whole No. 94), Second Issue of October, 1974. Published twice monthly by Message Media, P.O. Box 9007, Berkeley, California 94709. Subscription $7.00 per year; single copy 30¢ (vol. 1-3 25¢). STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Malibu; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston. Mailing date of this issue: October 31, 1974.

ON THE COVER:

(Front & rear covers:) Canadian National was to expand its Turbotrain service once more effective October 28 (see "Rail Canada" section). In this photo by Fred Matthews, a Toronto-Montreal Turbo was seen leaving Toronto at 4:30pm one day last June. At the far left (on rear cover) is the new CN tower under construction.

(Rear cover:) Would Ben Biaggini or Lou Menk do this? Union Pacific President John Kenefick, wearing an operators cap of the Yakima Valley Transit Company, cuts the ribbon to open operations with trolley #1776, "City of Yakima," as described in Glenn Lee's report, beginning on page 17.

NEW SECRETARY OF TRANSPORTATION COMING SOON

Reports from Washington agree that Secretary of Transportation Claude Brinegar is soon to be replaced. It is said that President Ford is waiting until after the November 5 election to announce replacements for Brinegar, Budget Director Roy Ash, and some other cabinet members. Ash and Brinegar figured prominently in efforts during the Nixon Administration to hold back funds for Amtrak and to eliminate several routes which were later saved by Congressional action. There has been no speculation as of this writing concerning the identity of possible replacements.

AMTRAK TO INCREASE FARES NOVEMBER 15

Amtrak announced on October 25 that fares will be raised on most of its routes effective November 15. The increases would average 10%, with a high of 20% on the Chicago-Florida route. The Chicago-St. Louis route and a few others would remain without increases. Amtrak said that inflation made the fare hikes necessary. The United Press reported that the raise violates Amtrak's own maximum standard of no more than 6% increases in any one year. Amtrak said that Congress indicated the corporation should cover inflationary cost rises by fare increases as much as possible.

AMTRAK FALL TIMETABLES APPEAR -- SOME NEW SERVICE

Amtrak's Northeast Schedules, effective Oct. 27, have appeared, the first updated version of that timetable since May 19. The systemwide schedule is also to be reissued this fall, but evidently is not yet available as we go to press.

A new train, the WASHINGTON IRVING, is added to the New York-Albany Empire Service effective Oct. 27. The train, #71, leaves N.Y. at 11:15am daily and reaches Albany at 2:05pm. In the other direction, train 72 departs Albany at 8:15am and arrives in N.Y. at 11:05am. The ADIRONDACK, inaugurated last Aug. 6 is now listed in this timetable. The Boston-Harrisburg VALLEY FORGE, scheduled for termination Sept. 15, remains in the timetable running on its Saturday-only northbound and Sunday-only southbound schedule. The MAYFLOWER, train 186, earlier scheduled for termination after Sept. 13, continues to run, but between Washington and New Haven instead of all the way to Boston (this is a Friday-only northbound train). Unnamed train 215, N.Y.-Philadelphia Monday-Friday, and the northbound #208, are now listed. No. 215 leaves N.Y. at 2:55pm and reaches Philly at 4:35, while No. 208 leqves Philly 11:05 am and reaches N.Y. at 12:43pm. With the inauguration of the WASHINGTON IRVING, the departure time of the SALT CITY EXPRESS from Syracuse is changed from 6:10am to 7am, with New York arrival now at 12:50pm instead of 11:59am.

In new service elsewhere, the Buffalo-Detroit train was scheduled to begin operation on Oct. 27, but was delayed a few days, until probably Oct. 31. The coming Detroit-Jackson, Michigan train will begin operation soon, an Amtrak spokesman said. The return trip schedule of the LAS VEGAS CELEBRITY TRAIN (see last issue) has been improved, with a 2:30pm departure from Las Vegas, arriving Los Angeles at 9:10pm. This is subject to change; an Amtrak spokesman said the corporation is working schedules on a week-to-week basis with the train promoters.

Rail Canada

COMING: THE END OF TRANSCONTINENTAL PASSENGER TRAINS

THE AMERICAN-PUBLISHED Official Guide of the Railways for September pictures the two famous Canadian cruise trains, CP Rail's CANADIAN and CN's SUPER CONTINENTAL, on its color cover. It could be the last time the Guide uses these trains to symbolize fine contemporary rail travel. A bombshell of disclosures this month from the Canadian railways and the federal government in Ottawa heralds the opening of a concerted effort to finally eliminate long distance passenger trains from the Canadian scene.

Now safely re-elected, Prime Minister Trudeau, as reported here last issue, has rescinded his campaign promise to form an Amtrak-like Crown Corporation to take over operation of all Canadian passenger trains, giving the railways "one more chance" to show they can provide proper service in the public interest. Now, in a new Throne Speech of Oct. 9, the federal government mentioned a new plan for upgrading public transportation now being formulated. Details are being kept secret, and will be revealed only when specific legislation is prepared.

However, the reaction of the railways to the Ottawa backdown has been a surge of effort to cut long distance trains out of the picture entirely--a logical extension of their gradual downgrading policy of recent years. Canadian National Railways revealed late last month that it will want at least $500 million for upgrading rail services; however, the resultant rail structure would be nothing like the Amtrak plan south of the border of continuing and gradually upgrading important existing long distance routes. Rather, CN is hoping for approval for a plan to permit it to run ultra-lightweight trains at fast speeds between selected cities, with cross-country passengers being required to stay overnight in railway hotels near the stations, resuming their journeys each morning. The conventional transcontinental train as we know it would be dropped entirely, with most of the smaller towns across Canada that are now served by the continent-binding transcon trains losing all service. Instead of the conventional railroad cars of past and present times, smaller, very lightweight equipment such as the Turbos, Rapidos, or LRC trains would be used. And while Amtrak in the U.S. has found a market for investment in more conventional equipment such as the coming bilevel cars and Metroshell coaches, CN hopes to be able to use exclusively the controversial airline-style equipment designed for short corridor use. In effect, CN would like to transform its coast-to-coast route into a series of shorter inter-city hops, with the obvious elimination of such amenities as sleeping cars and diners. A spokesman for the railway said "We want to give a brand new look to all passenger train services in Canada..." And while such a new look may fool the unknowledgeable public educated in a highway-oriented era, it appears bound to create a storm of protest from the seasoned and knowing rail traveler.

CP Rail is taking a stance similar to CN's. Transcontinental trains are "gone," said a railway spokesman this month. Only commuter and middle-distance operations have any place in Canada's rail transport picture, CP Chairman Ian Sinclair told the Toronto Globe and Mail on Oct. 2. "As for transcontinental trains, they are gone," Sinclair said. He indicated that commuter operations had a real role in Toronto and Montreal, and--"down the road,"--in Vancouver. And he indicated that federal subsidies to the railways for passenger train operations were proper because they reduce municipal road-building costs. But despite increased subsidies the public will lose its traditional cruise trains, if CP officials have their way.

The position taken by the two major railways in Canada today is similar to the official Dept. of Transportation position under the Nixon administration when Amtrak was being planned in the U.S.--that only corridor and short-haul routes are viable as potential "money-makers." The American experience with Amtrak, after a storm of public protest, has shown this position to be both unpopular and untenable. Most of

Amtrak's money comes from long-distance routes, tho attempts were made to make short routes look good by playing tricks with cost allocations (see RTN, 2nd August issue, p. 23).

CANADIAN NATIONAL ANNOUNCED a second daily TurboTrain trip between Montreal and Toronto (see cover photo) effective with the fall and winter timetable October 28. The 4hr 10min runs will depart 7:45am from each city, stopping at Dorval and Guildwood suburban stations. This increases the number of daily trips from 5 to 6. Some doubt, however, has been expressed about the early departure. A similar trip in summer 1970 ran very light for several months, and was later rescheduled to 9am or later.

THE PRINCESS MARGUERITE--efforts to save the ship (see last issue): The Victoria Downtown Business Ass'n announced in mid-month that it was actively seeking to have the CP Rail steamer retained on the Victoria-Seattle run, joining directors of the Victoria Information Centre. The group said it had contacted officials in both the federal and provincial transport ministries. Unconfirmed reports indicated that meetings among government officials to work out a solution were being held the 3rd week of October. CP Rail, which had said the vessel would be stripped starting Oct. 9, later announced it had 6 bids for demolition, and 4 for sale for various purposes, including operation, and that a decision had been postponed on immediate disposal of the Marguerite, now tied at Victoria.

Meanwhile in Washington State a spokesman for the state ferry system said there was some substance to the possibility that up to 1800 foot passengers carried on the ship from Seattle might switch to autos in an effort to reach Victoria if the Marguerite does not operate. If this tended to overload the state's Anacortes-Sidney, B.C. ferry run, the state would abandon its B.C. service entirely rather than seek new boats or funds with which to operate the route. This in effect would divert great numbers of autos to the B.C. ferry at Tsawwassen, causing 5-hr waits there to jump to 8-hrs or more.

The office of U.S. Senator Warren Magnuson has announced that altho the U.S. federal government could not at this time operate the CP Rail steamer Princess Marguerite on the Seattle-Victoria run thru Amtrak or other U.S. agencies, some U.S. aid is available for the service. This would include elimination of U.S. customs charges to the carrier, and grants for the rehabilitation, overhaul or alteration of the vessel. In addition, Amtrak would offer to sell tickets for the run and to carry the service in Amtrak timetables. Washington State Congressman Joel Pritchard announced in a letter to a constituent that he has asked Amtrak to investigate the possibility of operating the Princess Marguerite.

B.C. Transport Minister Robert Strachan announced on Oct. 17 that the B.C. government was looking into the possibility of taking over the service. Strachan said that B.C.'s main emphasis had been on improving ferry runs entirely within the province, and there would be no immediate commitment on the matter.

Meanwhile in Washington State the prestigious Hotel-Motel Operators Ass'n has asked Governor Dan Evans to insure operations will resume on the route next summer. But Governor Evans replied: "Only with great caution should government consider the assumption of an undertaking which private enterprise has found to be economically infeasible. Certainly the Washington State ferry system ... is not in need of still further losses." Seattle's Channel 7 news for Oct. 22 called for retention of the run under co-sponsorship of groups on both sides of the border. Lloyd Cooney, Ch. 7 president, called the runs "too valuable to lose", and appropriate to retain because of the high foot passenger loadings. Most alternate routes to Victoria require an automobile unless long and dreary bus rides and inconvenient connections are utilized.

LOOK FOR ANOTHER lively Canadian rail controversy to break into the open at the end of the year. Canada's moratorium on branch line abandonment, imposed in 1967, will expire Jan. 1, perhaps rekindling the political battles of the mid-1960's, when many thousands of miles were slated for removal.

FEDERAL RAILROAD ADMINISTRATOR MOVES TO ROCK ISLAND

John W. Ingram, the outspoken head of the Federal Railroad Administration of the Dept. of Transportation, has agreed to take over as president and chief executive officer of the Rock Island Lines about Nov. 1. Out of the picture are former RI chairman Theodore Desch (replaced by Lewis B. Harder) and former president William Dixon. Ingram's aim will be to bring the deficit-ridden railroad into the black. The 46-year old Ingram has been FRA head for 3½ years, after serving as VP - marketing for Illinois Central from 1968-1971. The Chicago Daily News has reported that RI's thin profit margin on its passenger services and its hope of merging with UP are the only factors currently keeping it out of bankruptcy.

TURBOLINER HITS TRUCK AT CROSSING

Amtrak Turboliner #301 southbound from Chicago hit a truck at a crossing about 5 miles south of Pontiac, IL on Oct. 18, killing the truck driver and injuring two of the train's crew. The Turbo was traveling at 79mph at the time of the crash, and it sliced the truck in half and pushed the front section of the vehicle a mile along the track. Reportedly the truck driver ignored flashing lights and pulled into the train's path. The Turbo received extensive damage to its front end. Southbound passengers were taken to the Pontiac depot, where they waited the arrival of #302 and then changed trains. The disabled train returned to Chicago under its own power. The route used by the Turboliners is said to have more unprotected grade crossings than any other Amtrak route.

NEWS BRIEFS: Amtrak's board of directors voted on Oct. 23 to drop the corporation's suit against the railroad owners of Washington Union Station, thus clearing the way for the Dept. of the Interior to resume construction of the National Visitors Center in that depot..... A Ford Foundation study, a $4-million, 3-year project, concluded this month that federal energy policy is focussed too much upon increasing supplies of energy and not enough on energy conservation. But some members of the project's advisory board disagreed, including the president of Mobil Oil, who said that severe energy conservation will stunt economic, social and environmental progress. His firm has begun an advertising campaign to convince the American people of this conclusion. ..... The U.S. Supreme Court has agreed to decide on the constitutionality of the Northeast Rail Reorganization Act..... Four men formerly connected with Penn Central affairs have pleaded innocent to charges of fraud and conspiracy concerning misapplication of $4.2 million of the bankrupt railroad's funds..... THE WASHINGTON IRVING is the second New York State train (after the ADIRONDACK) to begin operation by Amtrak with partial state support. It was to begin runs between Albany and New York on Oct. 27. The extended EMPIRE STATE EXPRESS between N.Y. and Detroit (see report elsewhere in this issue) is no. 3, beginning operations Oct. 31, and partially subsidized by Michigan as well.....

Urban-Suburban Transit

BURLINGTON NORTHERN RAILROAD has asked the Illinois Commerce Commission for a 15% increase in monthly commuter tickets effective Nov. 15. The minimum fare would go from 70 to 85 cents..... FORMER BART DIRECTOR William Stokes has taken over his new duties as executive director of the American Public Transit Ass'n, to be located at 1100 17th St. NW, Washington DC. The organization is a merger of the Institute for Rapid Transit and the American Transit Association..... CITY OF BALTIMORE held a symbolic groundbreaking for its new subway system on Oct. 10. The 28-mile, $1.2 billion line will have 21 stations. The future Bolton Hill station was the site of the ceremony.. LONG ISLAND RAIL ROAD added 6 Sunday trains on its Port Washington branch Oct. 13.... AN $11.8 BILLION mass transit bill is expected to be passed after a congressional recess following elections early in November..... ORANGE COUNTY TRANSIT District in California has been told its 15-year master plan costs have risen from $2.3 to $4.5 billion because of inflation.....

WANTED: ONE ATLANTA TRAIN

by Charles Dunn, Florida Coordinator, Georgia Ass'n of RR Psgrs.

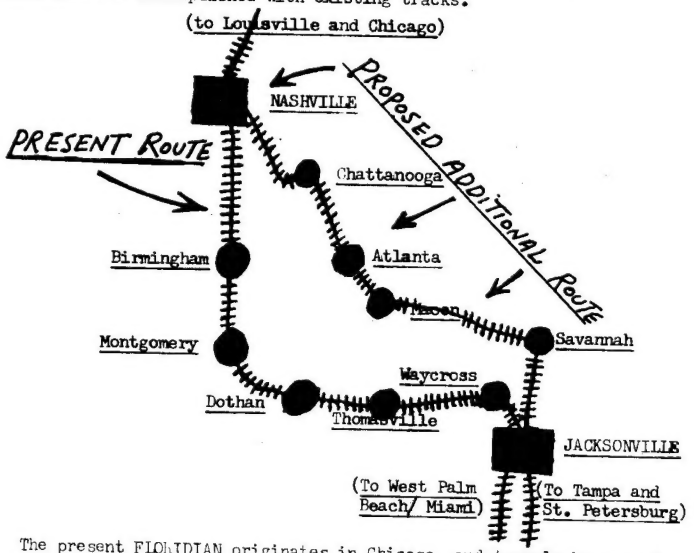
Atlanta is a city with 1,696,000 people in its metropolitan area, and is the Southeastern center of commerce, business, trade and Government establishments. In the nation, Atlanta ranks 18th in population, 8th in wholesale trade, 7th in industrial construction, 3rd in air traffic (enplaned passengers), and 7th in bank clearings. In 1972, 10,531,291 passengers boarded aircraft in Atlanta, and 380 intercity buses arrived and departed each day. Convention delegate expenditures reached a total of $80,000,000 in 1972. Institutions of higher learning such as Emory University, Georgia Institute of Technology, and the Atlanta University complex attract students from a wide area.

All major business concerns in Florida, as well as military and Federal Government operations, have Atlanta as their regional headquarters. Florida is a center for tourism, the best known attraction being Disney World, yet there is no rail passenger link between the Atlanta, Georgia-Eastern Tennessee area and Florida. The energy crisis pointed up the need of a balanced transportation system. Lowered speed limits and increased gasoline costs are deterring people from traveling by auto.

Since Amtrak has taken over rail passenger service, many improvements are evident. Central nationwide computer toll-free reservations, refurbishment and rebuilding of the rolling fleet, a new fleet of engines, advanced marketing services, and new and refurbished stations are only a few of the innovations. Riding the train is now a pleasure.

The foregoing has resulted in a phenomenal increase in Amtrak patronage, reversing a previous consistent downward trend. The American public has found that "Tracks are Back" and have indicated both by their patronage and by the Harris Report that they will ride the trains. The fact then exists that there is a missing important link in our rail passenger network in the South.

The Department of Transportation was mandated by the Rail Passenger Service Act as amended in 1973 to institute one new experimental route a year in the Amtrak system. We propose an additional section of the FLORIDIAN to be routed on Louisville and Nashville Railroad from Nashville to Atlanta, Central of Georgia Railroad from Atlanta to Savannah, Seaboard Coast Line Railroad from Savannah to Jacksonville and other Florida points. These railroads are all presently member of Amtrak. Interchanges at Atlanta and Savannah would pose no problem as this could be accomplished with existing tracks.



The present FLORIDIAN originates in Chicago, and travels by way of Indianapolis, Louisville, Nashville, Birmingham, Montgomery, Dothan, Thomasville, Valdosta, Waycross, to Jacksonville. At Jacksonville the train splits, with one section going by way of Waldo (Gainesville), Ocala, Wildwood, Winter Haven, West Palm Beach, Fort Lauderdale, to Miami. The other leaves Jacksonville and travels via DeLand, Sanford, Orlando, Poinciana (Disney World), Lakeland, Tampa, to St. Petersburg. The proposed schedule for the new section of the FLORIDIAN is as follows:

(continued on page 14)

BILL SIGNED FOR AMTRAK FUNDS FOR CURRENT FISCAL YEAR

President Ford on Oct. 29 signed the bill that provides $200 million funding for Amtrak's current fiscal year. The bill also raises Amtrak's federal loan guarantee limit from $500 to $900 million. Few changes are made in the basic legislation surrounding Amtrak. It does require, however, that when new experimental routes are assigned, first priority must be given to large population centers presently without passenger train service. The New York Times reports that next year's experimental route must go to the Boise, Idaho service, i.e., the Portland-Ogden route. However, the St. Louis Post Dispatch later reported that the Washington-Denver route would be chosen next. Transportation Secretary Brinegar was said to be readying the announcement before the November elections, tho it would not become operational for anywhere from several months to a year. The train would go from Washington DC thru Cumberland, MD and Parkersburg, WV into Ohio, but its route thru Ohio, Indiana and Illinois is apparently undetermined as yet. The Kansas City-Denver portion of the route also is said to be undetermined, but that service to Topeka, KS is likely. The route would be another victory for Congressman Harley O. Staggers of West Virginia. Staggers was said to be desirous of a train thru West Virginia, but Secretary Brinegar reportedly decided upon extension of the route across Kansas after strong lobbying efforts by the Kansas congressional delegation. Staggers reportedly would not confirm or deny the experimental route selection, but commented, "I heard some rumors; I'm hopeful."

NEW YORK TO DETROIT RAIL SERVICE INAUGURATED

The New York-Detroit train, an extension of the EMPIRE STATE EXPRESS, was scheduled to begin operations on October 31, after an October 30 press preview. The preview was to involve ceremonies at 10am at Penn Central Station in Detroit, with a Detroit-Buffalo round trip provided for invited guests. Ceremonies were to be held in Buffalo at 3:30pm, after a similar inaugural train arrived from Albany, NY. The inaugural train from Detroit was to depart at 10:30am and arrive back at 8:55pm. With regular service, beginning Oct. 31, the train leaves westbound from New York at 8:30am and makes the following stops: Croton-Harmon 9:27; Poughkeepsie 10:10; Rhinecliff 10:25; Hudson 10:47; Albany 11:25; Colonie-Schenectady 11:39; Amsterdam 12:16; Utica 1:21; Rome 1:37; Syracuse 2:12; Rochester 3:45, Buffalo 5:20; and Detroit 10:05pm. Eastbound the schedule calls for a 7:45am Detroit departure, and stops at Buffalo 1:15pm; Rochester 2:22pm; Syracuse 3:55pm; Rome 4:29; Utica 4:45; Amsterdam 5:47; Colonie-Schenectady 6:29; Albany 7pm; Hudson 7:27; Rhinecliff 7:49; Poughkeepsie 8:04; Croton-Harmon 8:57; and New York arrival 9:50pm. Stops in Canada at Windsor, St. Thomas and Welland were still to be scheduled as we went to press. The trains will carry coaches, baggage and dining cars.

BACK ISSUES OF RTN AVAILABLE

At long last here is our updated list of back issues still available. Issues of volume 4 cost 30¢ each, while volumes 1-3 are 25¢ per issue. Back issues are sent by third class mail. If you are a subscriber and we cannot fill your whole order we will credit your current subscription. There are two issues per month. The following are available, some in very limited quantities:

Vol. 1 (1971): two February issues (#5 & 6).

Vol. 2 (1972): all 24 issues except First Jan., Second Feb., & Second July issues.

Vol. 3 (1973): all 24 issues except the two May issues.

Vol. 4 (1974): all issues to date except the Second July issue.

Please order from Message Media - RTN, Back Issue Dept., Box 9007, Berkeley, California 94709.

THE MAILING DATE of this issue has unavoidably been advanced to Nov. 1, 1974.

the Salt Lake CON→←NECTION

by George Hyko

It was with some fear and trembling that I set out to travel by train from San Francisco to Salt Lake City using the uncertain Denver & Rio Grande Western limousine connection between Ogden and Salt Lake. Having accustomed myself to traveling on Amtrak, I found it a strange experience to leave the system, as it were, and put myself in the hands of a private railroad that still--perhaps grudgingly--carries passengers. It was a little like going back into the 1960's when you never knew what to expect from a railroad and there was no recourse to your Senator and Congressmen.

The limousine from Ogden was really meant to be a train. It had been one between the time of the CALIFORNIA ZEPHYR's discontinuance and the takeover by Amtrak. But Rio Grande wanted to substitute a highway connection for the 35-odd miles, and despite the protests of NARP it was accomplished.

One of the fearsome aspects of the maneuver I was about to undertake was the fact that it would occur at three in the morning--actually two by my physiological time, since I would be turning my watch ahead to Mountain Time at that hour. Then it would mean a wait in Ogden until six a.m., when the limousine driver would probably arrive

THIS ISN'T A TRAIN: The Rio Grande limousine connection between Ogden and Salt Lake City, Utah waits in the pre-dawn darkness at the Ogden Amtrak station on a late October morning. Photo by the author.

and examine my ticket and say sorry we can't take you to Salt Lake City and I'd be stuck in a strange city in the predawn hours.

The trip into Ogden on the SAN FRANCISCO ZEPHYR was the most nearly perfect train trip I've ever had. I was nearly bowled over by the sight of the blue and white Great Northern diner as the train pulled up to the Oakland depot, with the red-coated dining car crew standing at attention. The steward made them do that, I guess. He was one of two remaining from CALIFORNIA ZEPHYR days, and he knew his business. His crew was composed of mixed sexes and colors, and they were great.

Amtrak's Early Bird dinner is a marvelous idea. For only $2.75 you can have a very tasty dinner of beef or chicken as early as five p.m.--just right for an early retirement before arising in the wee hours for awaiting one's fate in Ogden.

(continued on page 12)

INTERVIEW WITH Arthur Lloyd

AMTRAK'S NEW DIRECTOR - WESTERN REGION WAS INTERVIEWED ABOARD THE SAN FRANCISCO ZEPHYR LATE IN OCTOBER, AS HE ACCOMPANIED 24 MEMBERS OF THE INTERNATIONAL BOARD OF DIRECTORS OF THE AMERICAN SOCIETY OF TRAVEL AGENTS ON A TOUR IN THE PRIVATE CAR "REDWOOD" LOANED BY GREAT WESTERN TOURS OF SAN FRANCISCO

by James Russell

RTN: Mr. Lloyd, what is your main activity in your new position?

MR. LLOYD: This job is the eyes and ears of the President. All offices in the region report to me, but also concurrently to Washington. I'm here to oversee and recommend and prod into action. This is a big change for me, to come out of the sales department. This job now has a little more authority since it was changed from a Manager to Director position. (laughs) It's unusual when a Stanford man (Mr. Lewis) puts a blue and gold (i.e., a University of California man) in the job.

(We are crossing the high Sierra, and occasionally Mr. Lloyd turns to his group of travel directors to resume a continuing travelogue of the scenery.)

RTN: Mr. Lloyd, you were once involved with the CALIFORNIA ZEPHYR on Western Pacific. Do you feel that the public has changed since then? Is there the same potential for rail ridership?

LLOYD: The CALIFORNIA ZEPHYR will still be the best train ever run here. People who are riding long distance are doing it mainly for the scenery, not for the time. Few people are riding transcontinental buses--I have seen figures from bus companies. But, for example, fully 15% of riders on the SOUTHWEST LIMITED are going the full Chicago-Los Angeles route. Our potential is strictly as a pleasure mode. Rail tours have doubled and quadrupled since Amtrak took over.

(A waiter asks if we want drinks. Mr. Lloyd passes it up, but RTN accepts.)

RTN: Better to have the interviewer drunk than the interviewee, eh?

LLOYD: (laughs) Well, that makes it harder on you.

RTN: What is the extent of your Western Region responsibilities?

LLOYD: I cover the twelve western states. I have the Sunset Route with the exception of New Orleans. I cover the SOUTHWEST LIMITED to Newton, Kansas; the SAN FRANCISCO ZEPHYR up to but not including Denver; and the northwestern routes to but not including Minneapolis. This is the smallest region for revenues and for train miles, but it is one of the highest potential areas.

RTN: What are the chances for getting an overnight Los Angeles-San Francisco train--a return of the LARK?

LLOYD: Nothing is going to happen until our new passenger cars arrive. We were 100 cars short last summer. Another energy crisis would bring on such a shortage again. We are going to concentrate on the basic route structure--on improving it--before we add new routes--except those that are dictated to us, like the required yearly experimental routes. I'm making the upgrading of the SAN FRANCISCO ZEPHYR my personal project. The COAST STARLIGHT is Amtrak's best train. This train can be another COAST STARLIGHT. I'm going to do things like make sure the train carries a full diner. No more of these lunch counter cars on a long-distance train.

RTN: Does this train today have an on-board Service Director?

LLOYD: The on-board Service Director program has been temporarily discontinued. We've done that in order to evaluate the program. In some places it was good, in some places bad. We're going to stand back and look at it.

(Mr. Lloyd glances out the window, and announces to his group: "Now this point is Emigrant Gap. The Yuba River is on one side...")

LLOYD: You're looking at an Amtrak man who rides trains.

RTN: With the change of administration in Washington, do you sense a different attitude toward rail travel expressed by the White House now?

LLOYD: Not necessarily the Administration, but Congress has been the deciding force. Congress has recognized the place of rail travel in our transportation system. The fuel crisis last year helped also, but things looked like World War II all over again, with trains jammed with standees, and I was afraid that we'd turn people off. We were getting the loads we'd projected for 1977.

RTN: Speaking of Congress, how much has Amtrak been involved with Senator Tunney's West Coast rail study?

LLOYD: Well, any kind of study like that which examines rail travel sparks an interest in the subject, which helps us. I don't know if mag-lev trains and other futuristic technology will really work, but any kind of study like that helps the cause of rail travel.

RTN: What about the talked-of Bay Area-Sacramento corridor with Turbo Trains? How much have you been involved in that planning?

LLOYD: Amtrak is working with CALTRANS (California Dept. of Transportation) on it. Their study discusses a conventional rail plan with RDC's and Turbos. They conclude that such trains will attract more people than buses would. The bus is not going to improve, but improved trains will attract riders.

RTN: How much has Amtrak been involved in the plans for a new station at Richmond, California, and what are the plans for Oakland?

LLOYD: State money has been approved for a multi-modal transportation center, probably at Richmond. I have attended one meeting on the matter so far. The advantage of Richmond is that it gives us beautiful access to BART and to Marin County. However, we will stay with 16th Street Oakland for the foreseeable future--we're not going to replace Oakland.

Photos from Message Media.

RTN: What are the chances for the proposed Portland-Ogden route?

LLOYD: The chances are good. The next experimental route to be named, however, will probably be Washington to Denver via Kansas City.

RTN: What is the present role of Amtrak citizen advisory committees?

LLOYD: They have been more active in the Central Region. They have been less active since consumer representatives appeared on the Amtrak board of directors.

RTN: Is it true that Amtrak is discontinuing the Los Angeles-Bakersfield bus connection on the SAN JOAQUIN?

LLOYD: Yes, effective November 10. But tickets will be honored on regular Greyhound schedules. It is true that they would miss the connection with the SOUTHWEST LIMITED, but there is an Orange Belt Stage from Bakersfield to Barstow that will make it, tho passengers will have to find their way to it themselves. The bus connection was costing us much more money than the benefits it produced.

RTN: Thank you, Mr. Lloyd.

THE SALT LAKE CONNECTION (continued from page 9)

Thanks to Southern Pacific's smooth track, and perhaps also to the smoothness of the two new Amtrak SDP40F engines, I was actually able to fall asleep before the porter would awaken me a half-hour before my detraining place. As it happened, the train arrived in Ogden 38 minutes ahead of its scheduled 3:15, so my nap was shortened and my Ogden wait prolonged.

About 20 people were coming and going at Ogden Union Station, and when the dust cleared and the SFZ finally pulled away, five rail fan types were left sitting on the hard benches of the big and gloomy but happily toasty warm old depot. I sat and squirmed and pondered my fate. A huge clock labelled "Mountain Time" looked down as a constant reminder that this was no hour to be sitting in an uncomfortable old railroad station.

Clock hands seem to move very slowly in the Mountain Time zone. To break the monotony I asked the Amtrak agent about the Rio Grande limousine. He said it stopped there at 5:45, and would leave at 6:00. When asked how far I was going, I replied Salt Lake City. He looked at my ticket and told me that my agent shouldn't have given me a ticket on the limousine unless I was going on the RIO GRANDE ZEPHYR into Colorado. He said the limousine driver would take me, but there was an earlier Greyhound ("any time after 4:15") that stopped here and went into Salt Lake, but didn't go to the Rio Grande station in Salt Lake. The Greyhound station was two blocks away, but buses also stopped at the Amtrak station, he said.

I decided to maintain the status quo and await the fabled Rio Grande connection, having been assured that I could ride it even with my improper ticket. Promptly at 5:45 a little airport limousine van pulled up, the driver collected tickets without fuss, and five sleepy travelers climbed aboard.

For 40 minutes we moved at top speed over the highway into Salt Lake. The conversation quickly turned to Rio Grande topics. Among the travelers in the hurtling little van were an Amtrak reservations agent on a railfan holiday, an official of the New York Department of Transportation, and a young backpacker heading for the Rockies. The theme that soon emerged was one of uncertainty and resentment toward the Rio Grande for presumably preparing to drop its ZEPHYR next year. There were unkind words about how the railroad never ran the CALIFORNIA ZEPHYR on time, contributing to its demise, and how it wouldn't join Amtrak for fear of passenger trains getting in the way of its freights. There will certainly be bad vibes around here, I gathered, if the railroad applies for discontinuance next year.

There was also talk of problems in getting reservations on the RGZ, about how ticket agents would not believe that purchasers wanted to make this middle-of-the-night connection, and about how Amtrak's computerized reservations system is still fouled up. Said someone, "That Ben Salem, Pennsylvania reservations center is the biggest

headache in the system. You know, they put it in Ben Salem, outside of Philadelphia, to keep those old Penn Central people out of it. So they had to hire inexperienced young people off the streets, and now they've got the problem of making it work right with unseasoned personnel."

We reached the Salt Lake Rio Grande depot (which also sports a Western Pacific neon sign), and I watched the ZEPHYR depart for Denver before going about my business. There was still no sign of dawn as the RGZ pulled out on its 7am schedule, carrying a fair number of passengers and two bus loads of small school children on a no-doubt memorable excursion. I thought the train looked rather shabby and dirty as it sat in the depot. What would Amtrak do with it if it had control?

Temple Square is the center of Salt Lake City, and also the center of the downtown and tourist area. The Greyhound station is a block away, the Rio Grande station 8 blocks. Just 2 blocks away, better located, is the big but now unused Union Pacific station. City blocks are long in Salt Lake. Streets are dramatically wide, the better to carry the swarm of noisy automobiles that have invaded this city like most others in the nation. The Utah Transit Authority runs a public bus system, and a department store runs a courtesy bus that loops downtown blocks. But aside from them the automobile is king. In the colorful city center, dramatic illuminated church steeples rise into the hazy air. And on the edge of town, even more dramatic illuminated refinery towers rise, billowing their incense of oil smoke into the lungs of a million and a half Utah citizens.

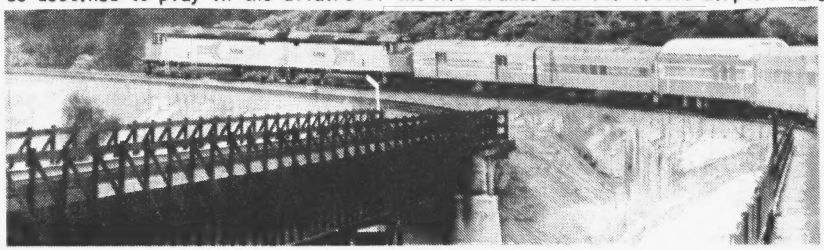
For my return I elected to bypass the Rio Grande limousine service and took a 7:45 pm Greyhound from Salt Lake to Ogden. Greyhound does not officially service Ogden. Continental Trailways holds the franchise for that, but Greyhound can take you there if you buy a ticket to Hot Springs, Utah for $2.46. The bus agent in Salt Lake assures you that the bus will stop at the Amtrak depot in Ogden.

Well, this evening I drew a new Super 7 bus, and a new driver to boot who hadn't learned the route yet. He knew nothing about a train station in Ogden. Apologizing over the P.A. for being green, and asking guidance from his passengers, he took off into the smog of downtown Salt Lake, and by the time he found the freeway we'd had a free Gray Line tour of the city.

He located the bus terminal in Ogden alright, but then I was on my own, and asked the Greyhound agent how to find Amtrak. "It's just two blocks down this street--you can't miss it!" I took off with baggage in hand, and at once saw the lighted Union Station sign ahead. Blocks in Ogden are long too, and it was with more than a little relief that I finally reached the doors of the still toasty warm depot. A police car slowly cruised the blocks along which I walked, lending me a little feeling of security as I passed gangs of wild and wooly appearing inhabitants of this glass-strewn neighborhood, who were out in search of nighttime excitement.

The westbound SAN FRANCISCO ZEPHYR pulled in 20 minutes early. I boarded and went to the dome. The train would roll on two rails which were attached to Oakland, and I felt already home.

Twenty minutes after our departure we began the 30-minute crossing of the Great Salt Lake. I sat in the dome with a drink and a delicious beef sandwich and mused on what a wonderful way this is to travel. A waxing gibbous moon shone down thru a thin overcast, illuminating the waters of the lake. A giant halo surrounded the lunar orb, and a single bright planet was enveloped in it. It was the start of another flawless and memorable train trip. Were it not for government intervention I wouldn't be riding this train tonight. I wondered what role government intervention may be destined to play in the affairs of the Rio Grande and its little airport van.



SFZ: Photo, G.Hyko

(continued from page 7)

Southbound				Northbound		
9:05	AM	lv	Nashville, Tenn.	6:00	PM	ar
10:30	AM		Tullahoma, Tenn.	4:30	PM	
1:30	PM		Chattanooga, Tenn.	2:50	PM	
2:35	PM		Dalton, Ga.	1:45	PM	
3:36	PM		Cartersville, Ga.	12:47	PM	
4:05	PM		Marietta, Ga.	12:15	PM	
4:50	PM	ar	Atlanta, Ga.	11:30	AM	lv
5:30	PM	lv	Atlanta, Ga.	11:00	AM	ar
6:00	PM		Griffin, Ga.	10:30	AM	
7:30	PM		Macon, Ga.	9:00	AM	
8:35	PM		Tennille, Ga.	7:55	AM	
9:45	PM		Millen, Ga.	7:00	AM	
11:30	PM	ar	Savannah, Ga.	5:00	AM	lv
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2:30	AM	ar	Jacksonville, Fla.	1:30	AM	lv
3:10	AM	lv	West Coast of Florida	1:15	AM	ar
3:25	AM	lv	East Coast of Florida	1:10	AM	ar

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2 SDP 40-F engines
1 mail car Chicago-Miami
1 mail car Chicago-Tampa/St. Petersburg
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1 dining car Chicago-Miami
1 diner-lounge Jacksonville-St. Petersburg
1 full lounge car Chicago-Miami
1 or 2 coaches Chicago-Miami (Dome)
1 coach Chicago-St. Petersburg
1 or 2 sleeping cars Chicago-Miami
1 sleeping car Chicago-St. Petersburg

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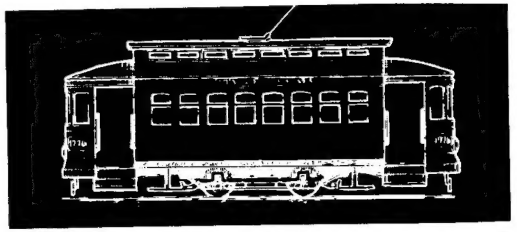
TWO NEW PUBLICATIONS of interest: The U.S. Dept. of Transportation began publishing "Transportation USA", a quarterly this past summer. Costs $3 per year ($4.75 foreign) from Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402. "Railfan" magazine, also a quarterly debuts Dec. 2 with its winter issue. Published by Carstens Publ., who put out "Railroad Model Craftsman", it's $1 per issue, $6 for a 6-issue sub. Write Carstens Publ., Inc., Box 700, Newton NJ 07860..... SOUTHERN PACIFIC COMPANY is offering a $5000 reward for info that convicts whomever tampered with track that derailed the COAST STARLIGHT near Red Bluff on Sept. 21..... SIX MILWAUKEE ROAD Skytop lounges purchased by Canadian National are reported sitting in Halifax, N.S. being slowly cannibalized by the railroad. Amtrak rejected them because CN wanted too much--$65,000 apiece. They might still be purchaseable by some interested party..... SOME SPECIAL TRAINS: last July 15 BN, its employees and Amtrak donated equipment and time to run a Duluth Arrowhead Civic Club underprivileged children's train from Duluth to Moose Lake, the 41st consecutive running. Consist was: BN 6331 (SD40-2 unit), BN 7025 baggage (with counter installed), Amtrak coaches 7532 & 7533, GN 1003 coach (Amtrak-owned), BN sleeper-lounge "St. Croix River," BN diner "Lake Michigan," Amtrak coaches 7528 & 9, and BN coaches 1115 & 1116. On Sept. 14 Duluth, Missabe & Iron Range ran a special for Minn. Chapter of Amer. Inst. of Mining Engineers from Duluth to Two Harbors. Six cars were rented from BN. Consist: DMIR 129 & 130 (SD9 engines), BN sleeper-lounge "St. Croix River," BN coaches 1115 & 6, BN diner "Lake Michigan," BN sleepers "Jefferson Pass" & "Big Horn Pass," DMIR W-24 combine, and DMIR business car "Northland." On Oct. 19 Charter Wire Co. & Milwaukee Athletic Club sponsored a special from Milwaukee to Madison to attend the Wisconsin-Michigan football game (2 more schedules for Nov. 2 & 23). Consist: Amtrak 407 & 410 E9 engines, BN 6402 & 6800 coaches, coaches GN 1302, GN 1087, Amtrak 6802 & 6454, NP 527, and sleeper "Golden Moon" and sleeper-observation "Imperial Leaf," both owned by Charter Wire and painted an NYC-like 2-tone gray with Amtrak striping. Pacific Railroad Society's Yellowstone Special of Oct. 11, mentioned last issue (which ran from L.A. to Barstow on Santa Fe, UP to Butte, and BN to Livingston) had the following consist of mostly private cars: Amtrak 4890 coach, Great Western Tours cars "Golden Gate," "Silver Canyon," "Imperial Sands" & "Redwood," PRS "Imperial Bird," Amtrak "Indian Squaw" & "Indian Falls," PRS "Bloomington," Overland "Afton Canyon" lounge, PRS "Starlight Cafe" diner, PRS 6101 lounge, Amtrak "Pine Island," Overland "National View," PRS "Chippewa Creek," and Overland "Truckee River." Quite a train.....

* * *

SOME MORE DETAILS on the FLORIDIAN derailment reported on page 2 are supplied by Irvin Lipscomb, President of Gulf Wind Chapter of NRHS: "The two Amtrak units on the point were not wrecked, but were inoperable. Two SCL Alco hood units were called from Waycross, GA and the train was towed backwards to Dupont, GA where it took the junction to the High Springs SCL line. Upon reaching Live Oak, FL it switched to the Jacksonville-Tallahassee SCL route. Signal malfunctions were encountered on this line, and the FLORIDIAN finally reached Tallahassee at 6pm, where the diner was watered. The absurdity of the situation was emphasized by a lady passenger who had driven from Tallahassee to Thomasville early that morning to catch the train for Chicago, and here it was 6pm and she was back in Tallahassee! At this point the train was about 12 hours late, and not out of Florida yet. ...This was tragic for the passengers, but a treat to the railfans of Tallahassee, who haven't seen a regular passenger train in town since the GULF WIND left on Amtrakday"..... BURLINGTON NORTHERN FORCES are removing track on the ex-NP Snoqualmie branch between Issaquah, a Seattle suburb, and Preston. This was the route of many popular "Casey Jones Specials" in the 1950's and 60's. Track between Preston and Snoqualmie, requested for use by a railway museum, has not yet been taken up. BN will have access to the lumber mills and Snoqualmie and North Bend over Milwaukee Road trackage..... LAS VEGAS CELEBRITY TRAIN riders who don't want the Las Vegas accommodations package can now ride solo for $48 round trip, and receive the "$400 fun spree book." With hotel accommodations, the cheapest ticket is $69.95.....

Trolley Day Inaugural

by Glenn Lee



Streetcar operations were resumed in Yakima, Washington on October 12 after a lapse of nearly 28 years. Aided by the nostalgia boom and the Washington State Bicentennial Commission, two single-truck cars purchased in Oporto, Portugal began the new service at 10:30am, and carried capacity crowds on short rides thru the apple orchards west of the city.

Much of the impetus for the project came from approval of Union Pacific Railroad to lease tracks for the operation to the City of Yakima. UP President J. C. Kenefick, a speaker at opening day ceremonies, told a crowd of 500 or more that UP staff had recommended against the project on grounds that an unfavorable precedent would be set, letting other agencies use UP tracks. Kenefick said as a result of internal discussions a new policy was developed: "Others can use the tracks of <u>any</u> streetcar line owned by UP." (The Yakima Valley Transportation Co. tracks used by the cars are UP's only electrically-operated switching lines.)

Yakima Mayor Bert Broad proclaimed "Bicentennial Trolley Days" and many of the crowd wore "Trolleys By Golleys" buttons while entertained by groups such as the Eisenhower High School band playing Scott Joplin rags or women's groups singing favorites like "Clang, Clang, Clang Went the Trolley." Special credits were given to popular Yakima council member and businessman Wray Brown, who coordinated the 2-year program to bring the single-truck cars to Yakima.

After being presented with a YVTCo operator's cap and a money changer, UP President Kenefick cut the ribbon on the lead car, and operations began for VIPs west from 44th and Nob Hill Avenue, about 1¼ miles to Wide Hollow Junction, a stretch of route not parallelled by highways, and thru the heart of the apple orchards.

Waits of 90 minutes or more were common throughout the afternoon as the 32-seat cars, numbered 1776 and 1976, made the shuttle runs. Security guards found little more to do with the relaxed crowds than shoo children from the side-of-road right-of-way as the cars returned from Wide Hollow.

The day's festivities began at 8:15am when both cars left the former streetcar (now bus) barn just southwest of Yakima's central business district. The venerable relics, of a design similar to Yakima's first streetcars delivered in 1907, received a police escort west to the ceremonial site on tracks once used by the city's South Nob Hill carline, and retained today for switching apple-packing sheds west of the city. Early morning motorists and strollers saluted and honked approval.

Some poor dispatching slowed service in the afternoon, but was corrected about 2pm, with two cars running in tandem back and forth on the single-track run.

Streetcar service on Yakima's last two carlines was ended Feb. 1, 1947. Interurban operations to Henrybo and Wiley City, 9 miles west of the city, had ended in 1935. Service north to Selah also ended about that time, but 19 miles of route were retained by UP for switching.

UP President Kenefick and other UP executives operated from heavyweight business car 106 spotted near the downtown UP depot. Lightweight heater car 301, formerly a mainstay on the rear of the pre-Amtrak "City of Everything" passenger runs across Wyoming, provided utilities for the business car.

For the next several months the two streetcars will be available for systemwide

charter use only Monday-Saturday 8am-noon, with the general public carried on Sundays 12noon-4pm on longer trips into the rural orchard country. The Yakima Valley visitors and convention bureau will make arrangements. Operations will be handled by the Yakima transit system.

Much of the financing for the trolley project has come from private sources, which also helped construct a two-stall corrugated metal "carbarn" adjacent to UP property south of the old carbarn.

Yakima's trolley project directors had originally attempted to purchase the three ex-Yakima American Brill Master Unit cars now at northwest rail museums. These cars were destined for Halifax, N.S. after the 1947 abandonment, but were diverted to the Portland Traction Co. for use on the Oregon City and Bellrose lines. They ran in Portland until PT's sudden 1958 cessation of service in defiance of a PUC directive to continue operations. Rail museum groups have set too hard a bargain for the cars for the present, but in light of opening day crowds, the higher capacity of the newer double-truck cars may soon be needed.

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QUOTES OF THE WEEK***

(From the dumbest news story of the past month:)

"You might call it the Alien Express. It is the regular Amtrak train from San Diego to Los Angeles and illegal aliens from Mexico are using it as a cheap, convenient and reasonably safe way of smuggling themselves into the big job markets in the United States. ... Amtrak, of course, is financed by the U.S. taxpayer. ... The cost of a one-way ticket from San Diego to Los Angeles via the Alien Express--$5."

--Los Angeles Times, October 11

Express Ads

$1--"THE GOVERNORS OF CALIFORNIA AND RAPID TRANSIT"--3 concentrated pages of backgrounds, perspectives, directions expediting the improvement of low-cost rail transit. ORDER S #122 from R. J. Swan, Box 1866, Long Beach CA 90801. Los Angeles rapid transit elections are upcoming; the candidates for governor are commenting; there's state rail action; a western rail superstudy passes Congress. Suddenly on Oct. 17 from the public transit catalyst, for Reagan, Brown, Flournoy, this briefing as the guard is about to be changed in Sacramento.

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AMTRAK AND THE HOLIDAYS! Take the hassle out of holiday travel--make your plans and reservations early with the helpful Amtrak Professionals at GREAT WESTERN TOURS, Sheraton-Palace Hotel, San Francisco 94105, or call us at (415) 398-2994. "An Amtrak-appointed agency dedicated to the pleasure of travel by train."

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FOR CHRISTMAS - A 28 page storybook to color. "STEAMY" is a locomotive on the Cumbres & Toltec Scenic Railroad. His adventures on the old D&RGW narrow gauge will give youngsters a feel for Rocky Mountain railroading as it was. $1.75. Dave Ulmer, Jr., 1407 Holmes Drive, Colorado Springs, CO 80909.

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WHAT IMPORTANT EVENT TOOK PLACE ON DEC. 2, 1967?...The discontinuance of the 20th CENTURY LIMITED. However, another earth-shaking occurrence of universal importance will take place this coming Dec. 2. Rates for yearly subscription to the excellent journal on passenger railroading in the 70's, the FAST MAIL, will be raised from their current phenomenally low $3.25/ye[illegible] thing sacred?! Why are you, the interested fan, being deprived of this fantastic bargain? Well, if you act NOW, you can still get in on the bargain of the Century---The Twentieth Century R.R. Club, that is. Send money to: 10700 Seeley, Chicago, IL 60643.

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